
DRPT Rail Advisory Board

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Amtrak

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Legislative Update

I. Background/Timing

II. Federal Appropriations

III. Reauthorization

IV. Green Closing

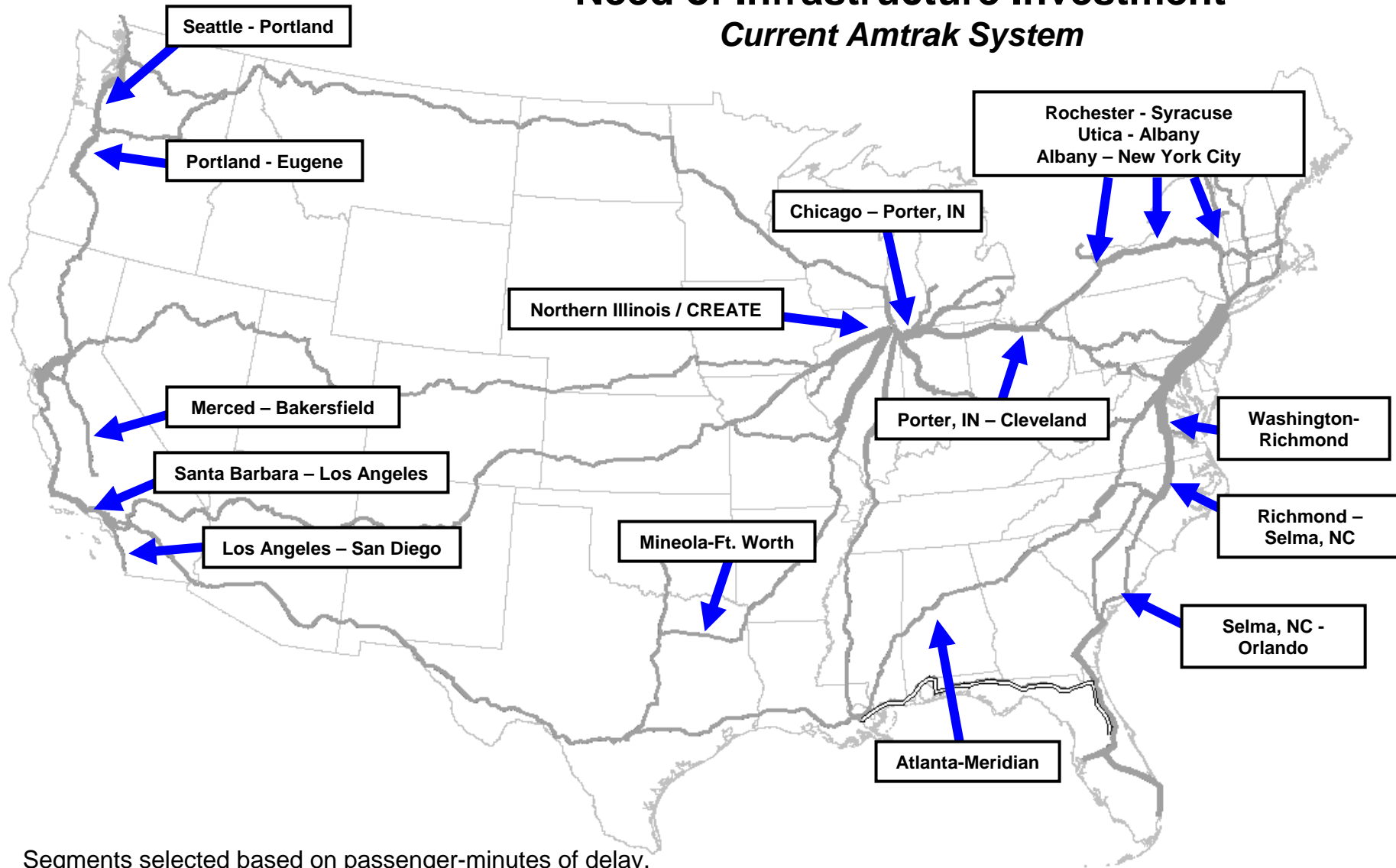
I. Background: Amtrak's System

- 21,000 route miles
- Over 500 stations
- Serve 46 states
- 14 States contract for service



I. Background: Major Delay Segments in Need of Infrastructure Investment

Current Amtrak System



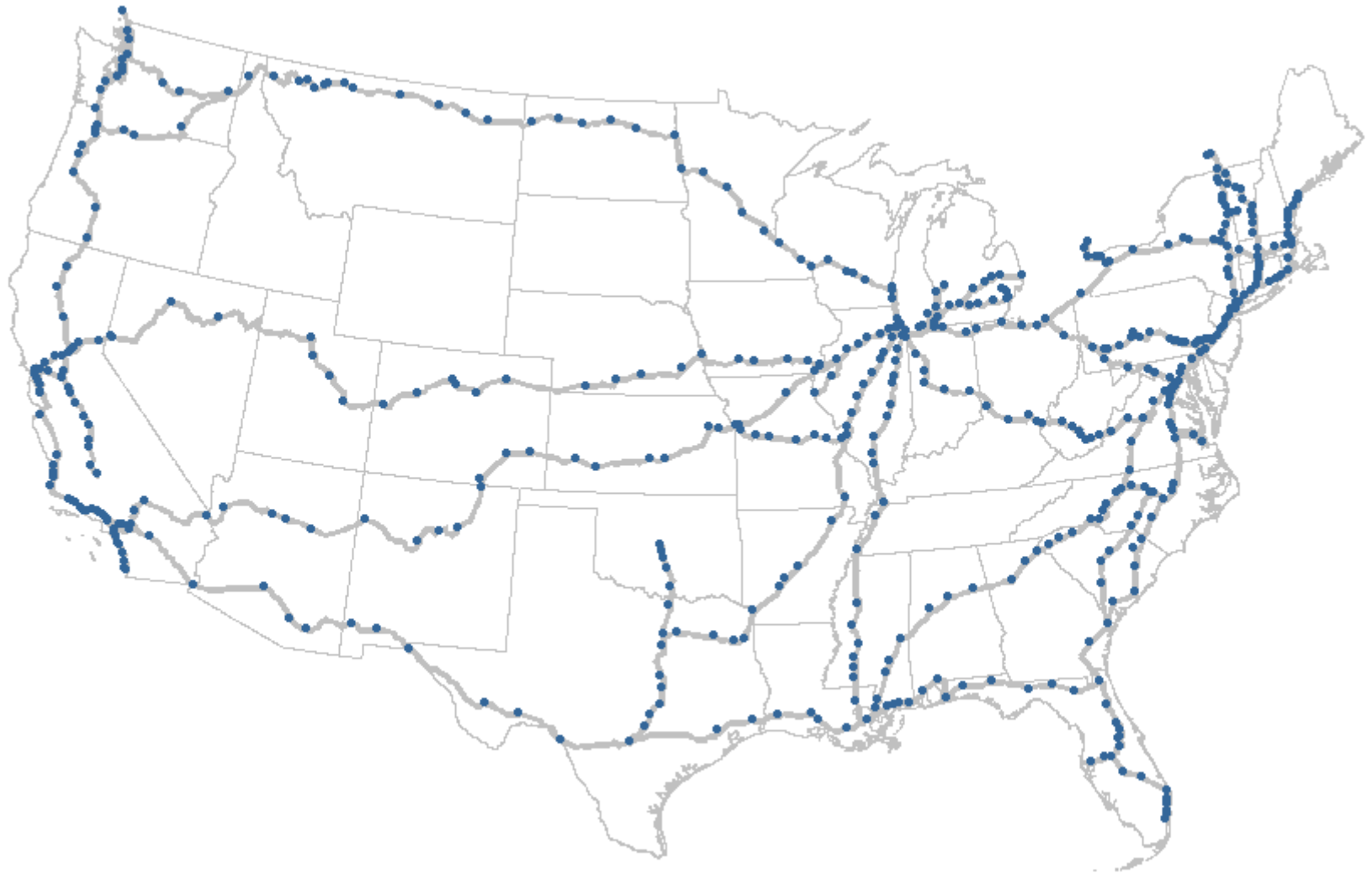
Segments selected based on passenger-minutes of delay.
Other high-delay areas excluded where projects are already underway.

I. Background: New Equipment Needed

- Average age of passenger cars - 23 years, ranges from 7 years to 50 years
- Amtrak cars travel at least twice as many miles as commuter cars every year
- Cost to replace our entire fleet - \$6.5 B, procurement over 15 years



I. Background: Amtrak Serves 525 Stations



I. Background: Timing

- Reauthorization – Conference Committee in July
- Appropriations – Senate this week; House in July
- Election Season
 - Presidential
 - Congressional
 - Local

II. Federal Appropriations

- Amtrak's FY09 Grant Request - \$1.67 billion + additional \$114 million for labor settlements
- House Transportation Appropriations Subcommittee – 2 weeks ago at \$1.44 Billion, including \$114 million, full committee markup this month
- Senate Transportation Appropriations Subcommittee – markup yesterday, full Committee today

III. Amtrak Reauthorization

- S. 294, Passenger Rail Investment and Improvement Act
 - Passed Senate 70-22
 - October 30, 2007
- HR 6003, Passenger Rail Investment and Improvement Act
 - Passed House 311-104
 - June 11, 2008

III. Amtrak Reauthorization: Similarities

Both bills:

- authorize Amtrak for 5-6 years, at approximately \$1.5 billion/year (operating, capital and debt service funds)
- establish a \$300-\$500 million 80-20 federal-state matching program for intercity passenger rail capital investments
- require projects in states applying for capital grants to be part of a state rail plan
- create an equipment pool committee, led by Amtrak, to design, develop specifications for, and procure standardized equipment
- require FRA to work with states, freights, Amtrak employee and passenger reps to develop new service quality metrics

III. Amtrak Reauthorization: Major Differences

Senate Bill:

STB enforcement of 80% on-time performance

House Bill:

Creates freight/passenger congestion mitigation grant, identifying
Richmond - WAS and Richmond – Selma as high priority

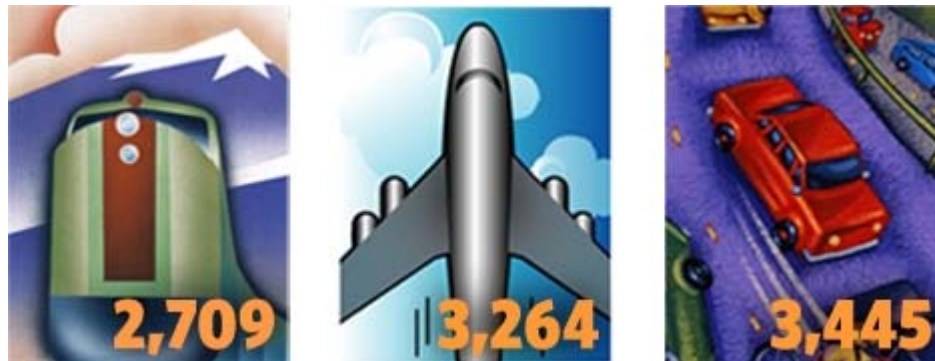
Establishes station accessibility funds

RFP for high-speed rail projects between WAS-NYP

IV. Closing: Passenger Rail is Energy Efficient

Amtrak is 17% more efficient than domestic airline travel

Amtrak is 21% more efficient than automobile travel



All measures are in British Thermal Units of energy per passenger mile

IV. Green Closing: Emissions Comparisons

CARBON EMISSIONS (per passenger mile)	
Rail	.21 kg
Car	.35 kg
Air	.48 kg

Rail is actual FY06 ridership.

Auto data assumes single occupancy.

Aircraft data includes radiative forcing from high altitude release.

Calculations made with 2006 data provided by the World Resources Institute.